

OTHER THINGS  
BESIDE SPEEDUnited States Warships Can  
Fight as Well as Run.

## REPORT OF ADMIRAL O'NEILL

REVIEW OF THE WORK OF THE  
NAVAL ORDNANCE BUREAU.

WASHINGTON, Oct. 27.—Admiral O'Neill, chief of the naval ordnance bureau, in his annual report says that \$13,382,506 for next year, of which \$10,000,000 is to be devoted to arms and ammunition for new ships. The gun shop at the Washington navy yard during the past year turned out 24 guns, prepared sets of forgings for 16 more and has 65 in course of construction.

The bureau is preparing a new type of three-inch gun, fifty calibers in length, of semi-automatic character, to replace all guns of this size now in use in the navy. Admiral O'Neill says that for the first time in history the manufacture of armor has progressed in a satisfactory manner. 5,512 tons of armor were delivered at the various shipyards during the year, with prospects of largely increasing the deliveries.

Guns, powder and projectiles have been made a decided advance, rendering it all the more necessary that there should be an improvement in the quality of the armor, but none seems to be in sight at present.

Recently the armor manufacturers voluntarily made a reduction of 10 shillings per ton on the royalty for the Krupp process.

## Smokeless Powder.

With the exception of ignition and shell powder, no black or other than smokeless powder has been purchased or manufactured for the navy since the Spanish-American war. The quality of the smokeless powder is improved, the results of the year's work have been of the most satisfactory character and with few exceptions the ballistic qualities of the powder have remained unchanged. A novel experiment is now under way, with the purpose of indicating any injurious change that may take place in smokeless powder, by incorporating in it a fugitive coloring matter, such as resorcin.

The most interesting event during the year in connection with projectiles is the development of a new type of shell combining the advantages of the armor-piercing with the common shell; that is, having the armor-piercing character of the regular armor-piercing projectile with the capacity for a large bursting charge. The requirements for these shells on test are that at a prescribed velocity they shall completely perforate, unbroken, a plate of hard-faced armor a caliber in thickness, and then be in condition for active bursting.

A number of shells of this type have been ordered and the first three lots have successfully passed the requirement. These shells are fitted with soft caps. A novel device tried during the year was the tracer, which renders a shell visible during the night to the gunner but invisible to the person at the target, this being accomplished by the use of a phosphorus composition in the base of the shell.

## Electric Power.

The use of electric power for handling guns and turrets is unquestionably endorsed as better than any other system.

Admiral O'Neill finds that the best way to illustrate the tremendous development of artillery in late years is to cite two cases, those of the six-inch gun and the ten-inch gun. The former used to weigh only 43 tons, with a muzzle energy of 273 foot tons, and a practicable rate of fire of 10 rounds a minute.

The new type is fifty calibers in length, weighs 100 tons, has a muzzle energy of 6,000 foot tons in other words it is 600 per cent more powerful than the old gun.

The ten-inch gun shows an increase in energy over the old gun of 250 per cent. Admiral O'Neill says that no such rate of increase is looked for in the near future.

There is to be a general renovation of the batteries of the older ships and it is said that new batteries will be placed on board the Newark and the Albany.

It is recommended that the Philadelphia be given a new battery of six-inch guns, which would make her fit for many years more of service. The bureau is considering the advisability of replacing the present turrets of the Oregon, Indiana and Massachusetts with new electrical balanced turrets, adding materially to their efficiency.

Admiral O'Neill has many suggestions for speed versus armament. He argues that a ship is naturally a compromise between various necessities and says:

The Speed Craze.

All nations are afflicted with the speed craze at intervals, and this country is no exception, and unless each batch of new vessels can equal or beat the world's record they are considered as failures, and in deference to public sentiment the tendency is to design vessels of the highest possible speed, irrespective of the cost, which they are intended, and in consequence enormous sums of money have been expended by several countries in producing large and fast vessels which have but trifling value for fighting purposes, and today it requires only a little moral courage on the part of the designers to subordinate the popular element of speed to other qualities, no matter how important the latter may be.

Admiral O'Neill further says: "It has always been the policy of the United States to provide its vessels of all classes with great battery armament, to arm them so they shall be superior to foreign vessels of equal class in that respect, and that sentiment still prevails; and while we have, in a few instances, subordinated all other elements to speed, it is not likely to occur again, and the consensus of opinion at the present time is in favor of applying large percentages of the cost for armor and armament rather than to assigning it for the purpose of attaining the least possible fraction of a knot of speed."

No Mistake Made.

"The bureau is convinced that no mistake has been made in the adjustment of speed, armor and armament of these vessels. The best vessel is not necessarily the one that can most quickly get in or out of battle or keep out of battle, but rather the one that can remain in battle the longest after she gets there."

"It is safe to say that any vessels of this class, of equal displacement, having a higher speed are deficient in some of the other qualities which these vessels possess."

Of submarine boats the report says that no complete developments have taken place during the past year, either here or abroad, though a number of these vessels have been built or are in course of construction. The seven boats ordered for the United States are nearly finished and will soon have their official trials.

Admiral O'Neill went to Europe last summer and looked over the great naval ordnance works there. He says

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